

## **CHAPTER 207**

### **CARRIER PERFORMANCE**

#### **A. GENERAL**

The Carrier Performance Program (CPP) is designed to ensure that DOD surface shippers get the best available service from CONUS commercial cargo carriers. The CPP establishes specific elements of service that are key indicators of carrier performance. It also establishes minimum levels of satisfactory performance and prescribes procedures for denial of DOD cargo shipments to any carrier that fails to provide satisfactory service. This chapter outlines procedures for accomplishment of CPP objectives and assigns enforcement authority and responsibility for various segments of the CPP.

#### **B. SCOPE**

The CPP applies to all commercial carriers used to move DOD surface cargo. Carrier performance for FAR-based contract shipments will be managed IAW applicable FAR-based contract provisions.

#### **C. RESPONSIBILITIES**

1. Shipping activities will:
  - a. Implement the CPP as applicable to ensure local carrier performance is adequately monitored.
  - b. Report performance issues to the MTMC Operations Center for action as warranted.
2. Receiving activities will:
  - a. Monitor performance of carriers delivering to their activities.
  - b. Report any applicable service failures to shipping activities for their consideration.
  - c. Communicate with shipping activities on carrier performance.
3. The MTMC Operations Center will:
  - a. Manage and monitor the effectiveness of the CPP.
  - b. Monitor carriers' overall performance and their ability to provide service to the DOD.
  - c. Consider service elements such as compliance with DOD and DOT regulations, rules publications, and qualification agreements.
  - d. Determine when a pattern of non-use actions and service failures documented by the TO warrants further non-use or disqualification.
4. Questions or concerns regarding any aspect of CPP should be forwarded to the attention of the MTMC Operations Center. Addresses and phone numbers are as follows:

Military Traffic Management Command Operations Center  
ATTN: MTOP-GD-CS  
661 Sheppard Place  
Ft Eustis, VA 23604-1644  
Telephone: DSN: 826-8724, Commercial: 757 878-8724

#### **D. SERVICE ELEMENTS AND STANDARDS**

1. Service elements and standards described below refer to specific operational factors for timely, safe and cost-effective movement of DOD cargo: Letters of warning or notification of non-use may be issued by shipping activities for failure to meet these standards. It is important that

shipping/receiving activities communicate to ensure all aspects of carrier performance are adequately monitored and appropriate action is taken.

- a. No-show is a failure by a carrier to pick up a shipment on the agreed date and time. Two occurrences within a 45-day period are unsatisfactory.
- b. Improper equipment is a failure by a carrier to provide equipment as requested. Inadequate equipment is carrier equipment that is not safe (e.g., holes in equipment, equipment that cannot be properly secured to prevent pilferage, broken, missing or improper seals). Two occurrences within a 45-day period are unsatisfactory.
- c. A combination of one no-show and one failure to provide requested equipment within a 45-day period is unsatisfactory.
- d. Shipment refusal is failure of a carrier to accept or decline a shipment within one hour of offer. Shipments must be offered at least 24 hours in advance or 48 hours when TPS is required. Three refusals within a 30-day period are unsatisfactory. A TO can specify a shorter response time for high-priority shipments, but cannot charge a carrier with a refusal if the carrier declines the shipment. If a carrier accepts the shipment, pickup is expected on the specified date and time.
- e. Excessive transit time is when the carrier fails to deliver shipments IAW established transit times shown in Figures 202-7 and 202-8. Two late deliveries in a 45-day period are unsatisfactory. Each BL is considered a shipment regardless of the number of shipments moving under the BL or the number of delivery points. Receiving activities must report excessive transit time to shipping activities so any necessary action can be taken against the carrier.
- f. Any documented incident involving the use of intemperate, vulgar, or abusive language; drug or alcohol abuse; or engagement in offensive conduct may result in a carrier being placed in immediate non-use status or a recommendation to the MTMC Operations Center for disqualification.
- g. The carrier fails to provide a service required on the CBL, e.g., when CIS is ordered and the carrier fails to maintain the DD Form 1907 (Figure 205-1). Reporting of discrepancies should be done IAW Chapter 210, Paragraph H.
- h. When carrier tender provisions, agreements, contracts or Defense transportation directives/regulations are not followed.
- i. When placarding or other handling of a vehicle, rail car or vessel for transportation of ammunition shipments under an exemption, or other hazardous material does not agree with regulations or guidelines set forth by the DOT, a foreign government or other directive(s), or when improper loading, stowing, handling, blocking, lashing, or bracing is involved, but there is no loss or damage to the cargo.
- j. Carrier falsification of a PowerTrack delivery will be considered a service element/standard failure and a reason for a letter of warning or for placement in non-use if repeated.

## E. CARRIER NOTIFICATION

1. Letters of warning may precede a notice of non-use. (See sample at Figure 207-1).
2. Non-use notification letters will be forwarded by certified mail to the carrier's corporate HQs and will include the reason for the non-use action with sufficient supporting documentation to allow carrier to address TO concerns. (See sample at Figure 207-2).
3. Non-use notification letters will advise carriers of the period of non-use, the reinstatement date, and of appeal procedures.

(Letterhead – Activity and Address)	(Date)
(Sender's Office Symbol)	
Mr. John J. Jones President, ABC Company, Incorporated P.O. Box 1056 Some City, VA 12345	
Dear Mr. Jones:	
This letter is to advise you of the service failure(s) described below and express our concern with the service your company has provided this installation.	
You are reminded that we may place carriers in non-use status from transporting Department of Defense cargo from this installation for the following service failures:	
<ol style="list-style-type: none"><li>a. Furnishing inadequate or improper equipment</li><li>b. No shows</li><li>c. Shipment refusals</li><li>d. Excessive transit time.</li></ol>	
ABC Company is being considered for non-use action for the following reason(s): (Describe service failure in detail).	
You are requested to provide a written explanation for the service failure(s) described above and correction actions you have taken to prevent a recurrence of similar problems within 15 days of the date of this letter. Additional service failure(s) or failure to satisfactorily respond to this letter when combined with the incident(s) described above may result in non-use action against your company.	
Please contact (name and phone number) if you should have any questions regarding this action.	
Sincerely, (TO's Signature)	
TO's typed name, rank/grade, & Service Title/Position Organization	
cc: MTOP-GD-CS	

**Figure 207-1. Sample Letter of Warning**

(Letterhead – Activity and Address)	(Date)
<p>(Sender's Office Symbol)</p> <p>Mr. John J. Jones  President, ABC Company, Incorporated  P.O. Box 1056  Some City, VA 12345</p> <p>Dear Mr. Jones:</p> <p>You are hereby advised that ABC Company has been placed in a non-use status for the movement of Department of Defense cargo from (enter origin) for a period of (number of days or months) beginning (date) and ending (date).</p> <p>Your non-use status is the result of your failure to (define service failure, in detail).</p> <p>The enclosed letter of warning, dated (date of attachment), forewarned of the possibility of this action.</p> <p>You are advised of your right to appeal this action in writing to the undersigned. A timely determination will be made upon receipt of your appeal.</p> <p>Please contact (name and phone number) if you should have any questions regarding this action.</p> <p>Sincerely,  (TO's Signature)  TO's typed name, rank/grade, &amp; Service  Title/Position  Organization  Attachment:</p> <p>cc:  MTOP-GD-CS</p>	

**Figure 207-2. Sample Notice of Non-Use Status**

## **F. REPORTING SERVICE FAILURES**

1. TOs must report any service failures or issues needing additional review to the MTMC Operations Center (Attn: MTOP-GD-CS).

## **G. NON-USE**

1. A TO may place a carrier in non-use for up to 90 days for shipments originating from their activity followed by a 90-day probationary period. If any additional service failures occur during the probationary period, the activity may again place the carrier in non-use for up to 90 days. A TO may also place a carrier in non-use for up to six months if the carrier has been placed in non-use at that activity twice within a 12-month period. The MTMC Operations Center has broader authority to place a carrier in non-use for longer periods of time for multiple origin points.
2. TOs should maintain complete and accurate records on carrier service and exercise discretion before placing carriers in a non-use status. Consider corrective actions taken to prevent future service failures, carrier's overall record, and need for special services that may not be readily available.

## **H. CARRIER APPEAL**

1. Carrier may appeal a non-use action in writing to the TO.
2. If the TO denies the appeal, the carrier must be advised of further appeal rights to the MTMC Operations Center (Attn: MTOP-GD-CS).

## **I. CARRIER REINSTATEMENT**

Carriers will be reinstated on the day following the last day of the non-use period unless reinstated sooner on appeal. TOs must immediately notify the MTMC Operations Center (Attn: MTOP-GD-CS) when a carrier is reinstated prior to the end of the designated non-use period.

## **J. CARRIER PERFORMANCE FILE**

Carrier service failures must be documented to fully support a non-use or disqualification action. Carrier performance files for each carrier will be documented either manually or by automated means. Carrier performance files should contain as a minimum:

1. A summary of each service failure with supporting documentation.
2. Copies of any letters of warning or notifications of non-use with supporting documentation.
3. Correspondence from carrier concerning service failures and remedial actions taken.
4. Reinstatement letters.
5. Copies of TDRs (SF 361) issued IAW Chapter 210.
6. Any other correspondence pertaining to the carrier's performance.

## **K. CONTAINER AGREEMENT PERFORMANCE**

Worldwide performance of contractor and Government under the USC is monitored and enforced using procedures and standards in the surveillance plan issued by the MTMC Operations Center.

**THIS PAGE INTENTIONALLY LEFT BLANK**

## CHAPTER 208

### PACKAGING AND HANDLING

#### A. GENERAL

This chapter provides general guidance on the handling of packaged materiel.

#### B. RESPONSIBILITIES

Installation CDRs will ensure:

1. All personnel involved with the shipment and preparation of HAZMAT to include handling and loading are trained IAW the requirements of 49 CFR, AFMAN 24-204(I)/TM 38-250/MCO P4030.19H/NAVSUP Pub 505/DLAI 4145.3, and other modal regulatory requirements.
2. All personnel involved in handling, repackaging, and loading operations are properly trained and understand marking and labeling requirements. Suggested source of training is the School of Military Packaging Technology, Aberdeen Proving Grounds, Maryland 21005-5282.
3. All personnel who operate MHE are properly trained and licensed.
4. Work areas are laid out to avoid bottlenecks and back handling of materiel.
5. All personnel understand and adhere to proper Occupational Safety and Health Administration (OSHA) requirements.

#### C. REPACKAGING

1. Transportation operations should not have to repackage material. Repackaging should only be done when absolutely necessary.
2. If transportation personnel suspect materiel may require repackaging, contact the installation packaging and preservation representative. Additional information can be obtained from the appropriate packaging and preservation representatives listed in Table 208-1, Inventory Control Points (ICPs).
3. The correct packaging materials and shipping containers must be used.

**Table 208-1. ICPs**

Agency	DSN Telephone	DSN FAX
<b>AIR FORCE</b>		
OC-ALC/LGMTL 7701 Arnold Street, Suite 112 Tinker AFB OK 73145-8912	339-3544	339-7265
OO-ALC/LGMPD 7973 Utility Drive, Bldg 1135 Hill AFB UT 84056-5306	777-4995	777-5921
WR-ALC/LGMTP 375 Perry Street, Building 255 Robins AFB GA 31098-1865	468-9277	468-3048
<b>ARMY</b>		
TACOM/ARDEC	793-6164	793-8204
CECOM (AMSEL-LC-LEO-E)	992-2616	992-8759
AMCOM (AMSAM-MMC-MM-DP)	746-2526	788-2521
TACOM (AMSTA-TR-E/PKG)	786-5286	786-7788

Agency	DSN Telephone	DSN FAX
<b>DLA</b>		
DLA Customer Support Network	877 352-2255	
DSCC-VSP	850-8774	850-1901
DSCP-ITD (General and Industrial)	444-3776	444-7500
DSCR-RZS	695-4454	695-4392
DSCP-MSCBP (Medical)	444-4189	444-8139
DSCP-HROS (Subsistence)	444-5353	444-9043
DESC-DO	800 268-7633	
<b>MARINE CORPS</b>		
MCLB Albany GA (CODE 581)	567-6786	567-5505
<b>NAVY</b>		
NAVICP (CODE P0771)	442-2183	442-4965
NAVICP (CODE M0772.30)	430-2784	430-3480
NAVAMMOLOGCEN (CODE 4318)	430-3142	430-8603
NAVORDCEN-AMMOPAC	735-8506	735-8505

#### D. HANDLING

1. Do not remove/tear tape, labels, or other items from any containers, especially fiberboard boxes.
2. If an item is dropped or damaged in transit, report it promptly using TDR procedures IAW Chapter 210.
3. Damaged packaging is reported as a Supply Discrepancy Report (SDR) IAW DLAI 4140.55/AR 735-11-2/SECNAVINST 4355.18A/AFJMAN 23-215, Reporting of Supply Discrepancies.
3. Do not put heavy items on top of light items when unitizing loads.
4. Maintain correct separation and segregation of HAZMAT at all times IAW AFJMAN 23-209/DLAI 4145.11/TM 38-410/NAVSUP PUB 573/ MCO 4450.12A, Storage and Handling of Hazardous Materials.

#### E. MARKING AND LABELING

1. Marking and labeling are means of communication identified in MIL-STD-129 and 49 CFR.
  2. HAZMAT labeling must be IAW the applicable modal regulations and clearly visible.
  3. Do not use local labels unless specifically authorized by the Service/Agency.
  4. DOD and contractor or vendor shipping activities will apply address markings using a bar coded MSL for all shipments that will enter the DTS. This includes shipments moving within the CONUS, between the CONUS and OCONUS, or conversely between OCONUS and the CONUS. Shipments originating at non-military facilities moving to or through any DTS node, to include origin, consolidation, transship, a receiving terminal, or a TO or supply receiving function will be considered to have “entered the DTS” and must be marked with an MSL. Shipments that will not enter the DTS will have address markings applied as specified by the cognizant activity. Additional information concerning the latest requirements can be found in the DOD Logistics Implementation Plan for AIT (<http://www.dodait.com/>).
- a. Figure 208-1 (Military Shipping Label, Generic Cargo), Figure 208-2 (Military Shipping Label, Personal Property), and Figure 208-3 (Military Shipping Label, Unit Move) show examples of acceptable MSLs. Only the exact format shown in Figure 208-4 can be printed and referred to as a DD Form 1387, Military Shipment Label, and it will be used when



manual shipment documentation is the only labeling alternative available during emergency operations (when hand-written labels are the only alternative). With the exception of a hand-written DD Form 1387, all shipments entering the DTS are required to be marked with an MSL containing 3 of 9 linear bar codes (Code 39) and a 2D PDF417 symbol. A specific MSL format is not required; however, keeping the MSL block numbers/titles associated with the DD Form 1387 data content is highly recommended. The specific orientation and placement of text and bar code symbols are not mandated as long as the MSL follows the provisions of ANSI MH10.8.1 subject to the following exceptions:

- (1) The MSL label data requirements will be as identified in Table 208-2.
  - (2) DI codes will not be used in conjunction with the Code 39 bar codes described in Table 208-2 (TCN, Piece, Consignee).
  - (3) The MSL unique transport unit identifier will be the TCN and it will be printed in the top, left building block of the MSL.
  - (4) DI/DEI codes will be used for the 2D symbols IAW ISO/IEC 15418 (ANSI MH10.8.2), as implemented by the DOD and shown in Appendix X.
  - (5) The 2D PDF417 symbol syntax will be IAW ISO/IEC 15434 (ANSI MH10.8.3), as implemented by the DOD and shown in Appendix X.
- b. Table 208-2, Instructions for Completing the MSL, provides requirements for the in-the-clear and Code 39 bar code information on every MSL. Tables X-2 through X-6 provide requirements for the PDF417 2D symbol generated with applicable MSL data, TCMD data, and supply information on every MSL using the data identifiers (DI) and data element identifiers (DEI) contained in Appendix X. Linear bar code entries of TCN, piece number, and consignee DODAAC are mandatory, as are the 2D symbol entries for available MSL, TCMD, and supply data. The bar code entries must be written to ANSI Materials Handling (MH) 10.8.1 and International Standards Organization (ISO)/International Engineering Consortium (IEC) 15434 (ANSI MH10.8.3) standards, and in-the-clear entries required by Table 208-2 must be human readable.
  - c. Detailed procedures for applying shipment marking are specified in MIL-STD-129 (<http://131.82.253.19/docimages/0003/51/85/STD129.PD8>). If the shipping container does not lend itself to application of the label, or if the label would cover or interfere with other required markings, the label will be attached to a general purpose tab or a placard. The outside containers of classified or protected (sensitive) shipments are marked as specified in MIL-STD-129 and the sponsoring Service directives, but will not identify the classified or protected nature of the materiel being shipped.
5. SU documentation to include a packing list, kit list, and line item documents (DD Form 1348-1A, DD Form 1149, DD Form 1150) will be attached to the shipment or packaged with the shipment IAW MIL-STD-129. A copy of the TCMD will also be attached to the shipment, IAW Chapter 203, for SUs forwarded to CCPs and for SEAVANs.

## **F. UNITIZATION**


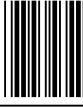
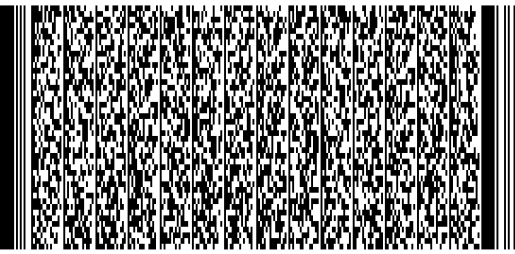

1. Unitization is the assembly of a group of containers or items into a single load. Unitization encompasses, but is not limited to, consolidation in a container, placement on a pallet or load base, or securely binding together. Guidance for palletization and banding of unit loads is found in Military Handbook MIL-HDBK-774, Palletized Unit Loads.
2. As per guidance found in MIL-STD-129, "Unit packs, consolidation containers, palletized unit loads, and unpacked items do not require individual address/bar code markings if they have not

been assigned an individual TCN and if they are consolidated by the shipper of origin into a full SEAVAN/MILVAN load for delivery as a single shipment unit to the ultimate consignee”.

TCN <b>SW81238350D001XXX</b>			
From <b>SW8123</b> In-the-clear Address 3 Lines Max, 35 Characters Per Line XXXXXXXXXXXXXXXXXXXXXXXX2XXXXXXXXXX3XXXXX		TAC / Type Service / Postage <b>SZZZ</b> Frt LTL	
Piece <b>1</b> Of 1 	Weight (lb.) <b>7760</b> Cube (ft.) <b>385</b>	Date Shipped <b>1090</b> Project <b>9BU</b>	RDD <b>999</b> Priority <b>1</b>
Ship To / POE <b>DOV</b> In-the-clear Address 5 Lines Max, 35 Characters Per Line Abcdefg Higjklmno Pqrstuv Wxyz Abcdefg Higjklmno Pqrstuv Wxyz XXXXXXXXXXXXXXXXXXXXXXXX2XXXXXXXXXX3XXXXX			
POD <b>RMS</b> FMS Case <b>CKM</b> DLA Data <b>ABD77ZR</b> Dest: 30D135 CD: Spur:	MSL, Supply, & TCMD Data 		
<b>W55XGJ</b> 		Ultimate Consignee / Mark For Consignee Ultimate / Mark For Consignee Address 5 Lines Max, 35 Characters Per Line Abcdefg Higjklmno Pqrstuv Wxyz Abcdefg Higjklmno Pqrstuv Wxyz XXXXXXXXXXXXXXXXXXXXXXXX2XXXXXXXXXX3XXXXX	

*This 2D symbol contains data for the MSL, TCMD, and 10 supply line items.*

**Figure 208-1. Military Shipping Label, Generic Cargo**

TCN <b>F1096305469621JXX</b>			
			
From <b>FB4407</b> In-the-clear Address 3 Lines Max, 35 Characters Per Line XXXXXXXXXXXXXXXXXXXXXXXXXX2XXXXXXXXXXXX3XXXXX		TAC / PPGBL / Carrier FZZZ M1234567 XYZ Carrier Worldwide	
Piece <b>1</b> Of 4 	Weight (lb.) <b>350</b> Cube (ft.) <b>36</b>	Date Shipped <b>1099</b>	RDD <b>118</b>
Ship To / POE <b>DOV</b> In-the-clear Address 5 Lines Max, 35 Characters Per Line Abcdefg Higjklmno Pqrstuv Wxyz Abcdefg Higjklmno Pqrstuv Wxyz XXXXXXXXXXXXXXXXXXXXXXXX2XXXXXXXXXXXX3XXXXX		Priority <b>2</b>	
POD <b>RMS</b> Type Service <b>TGBL UB</b> Tare Weight (lb.) <b>40</b> Net Weight (lb.) <b>310</b>	MSL / TCMD Information 		
For <b>JB Smith</b>			
<b>FB5612</b> 		Ultimate Consignee / Mark For Consignee Free Text Address 5 Lines Max, 35 Characters Per Line Abcdefg Higjklmno Pqrstuv Wxyz Abcdefg Higjklmno Pqrstuv Wxyz XXXXXXXXXXXXXXXXXXXXXXXX2XXXXXXXXXXXX3XXXXX	

**Figure 208-2. Military Shipping Label, Personal Property**

TCN <b>AWS1EAA\$0D00340XX</b>			
			
Equipment Description <b>HELICPR CARGO MH-60K</b>		Serial Number / Package ID 123456789012	
Model <b>12345ASDFG</b>	Bumper Nm <b>HQ-123</b>	ULN 1234567	UIC WS1EAA
From <b>AWA2UC</b> In-the-clear Address 3 Lines Max, 35 Characters Per Line XXXXXXXXXX1XXXXXXXXXX2XXXXXXXXXX3XXXXX		NSN 123456789012345	
Length (in.) 12345		TAC YZZZ	
Piece <b>1</b> Of 1 	Weight (lb.) <b>14000</b>	Width (in.) 12345	Project 9BU
	Cube (ft.) <b>1200</b>	Height (in.) 12345	RDD 999
Ship To / POE <b>DOV</b> In-the-clear Address 5 Lines Max, 35 Characters Per Line Abcdefg Higiklmno Pqrstuv Wxyz Abcdefg Higiklmno Pqrstuv Wxyz XXXXXXXXXX1XXXXXXXXXX2XXXXXXXXXX3XXXXX			
POD <b>RMS</b>	MSL / TCMD / Unit Move Information 		
Commodity/SH VD			
<b>W44TYH</b> 			
Ultimate Consignee / Mark For Consignee Ultimate / Mark For Consignee Address 5 Lines Max, 35 Characters Per Line Abcdefg Higiklmno Pqrstuv Wxyz Abcdefg Higiklmno Pqrstuv Wxyz XXXXXXXXXX1XXXXXXXXXX2XXXXXXXXXX3XXXXX			

**Figure 208-3. Military Shipping Label, Unit Move**

MILITARY SHIPMENT LABEL		Form Approved. OMB No. 0704-0188
1. TRANSPORTATION CONTROL NUMBER		2. POSTAGE DATA
3. FROM		4. TYPE SERVICE
5. SHIP TO/POE		6. TRANS PRIORITY
7. POD		8. PROJECT
9. ULTIMATE CONSIGNEE OR MARK FOR	10. WT. (This piece)	11. RDD
	12. CUBE (This piece)	13. CHARGES
	14. DATE SHIPPED	15. FMS CASE NUMBER
	16. PIECE NUMBER	
	17. TOTAL PIECES	

DD FORM 1387, JUL 1999

PREVIOUS EDITION IS OBSOLETE.

Note: The DD Form 1387 does not have sufficient space for the required 2D symbol. This form will be used only for DOD contingency operations where manual entry is the only means available to document DTS shipments.

**Figure 208-4. DD Form 1387, Military Shipment Label**

## G. INSTRUCTIONS FOR COMPLETING THE MSL

1. The following listed human readable data, Code 39 linear bar codes, and a PDF417 symbol will be placed on each MSL. Some entries are keyed to numbered blocks on the DD Form 1387 and some are in addition to the form's requirements. The human readable unit of measure will be provided in US standard terms, e.g., pieces, inches, feet, pounds for applicable measured items, and the data values will be rounded up to the nearest whole number with leading zeros suppressed. Also see ANSI MH10.8.1.
2. The shipment planning, documentation, and movement of unit move cargo marked IAW the following MSL completion instructions will be as described in Appendix O, Unit Moves; and Service regulations, directives, and field manuals. For unit moves, a JOPES TPFDD provides timing, priority, and mode selection for movement of cargo and equipment. Port calls are used to notify deploying units to report to the POE for onward movement and these notices will designate POE, specify reporting date and time, and identify carrier and mission number, if applicable. In the following table, selected data fields are shown as blank for unit moves to accommodate classification considerations and because unit move cargo does not normally free flow into POEs for onward movement.

**Table 208-2. Instructions for Completing the MSL**

DD Form 1387 Block No.	Suggested Block Title	MSL Data Structure
Data Description		
Block 1	Title: <b>TCN</b>	Data: 17 characters and Code 39 bar code
In-the-clear TCN text and linear bar code using 1/2-inch high Code 39 format.		
Block 2	Title: <b>TAC</b>	Data: Four characters
Leave blank if neither apply. <ul style="list-style-type: none"> <li>a. TAC is applicable to shipments moving by the DTS.</li> <li>b. For metered mail, attach the stick-on metered postage to or near this block.</li> <li>c. For permit mail, enter the Service/Agency mail authorization, for example               <div style="margin-left: 40px;">                 First Class Mail                  Postage and Fees Paid                  Defense Logistics Agency                  Permit No G-53               </div> </li> </ul>		
Block 3	Title: <b>From</b>	Data: Three lines of 35 characters
The consignor DODAAC/CAGE and in-the-clear address. For mail, include the ZIP code.		
Block 4	Title: <b>Type Service</b>	Data: Clear text not limited but may be coded as no more than 10 characters in the 2D symbol.
In-the-clear text, e.g., Frt LTL, Air Expss, Expss Mail, TGBL UB, DPM HHG. Should be Blank for Unit Move. The in-the-clear text may be derived from the Mode/Method Code (Appendix GG) for the Generic Cargo MSL or from the Personal Property TCN field 15 description (Appendix L) for the Personal Property MSL.		
Block 5	Title: <b>Ship To/POE</b>	Data: Three characters and/or Five lines of 35 characters
Ship To in-the-clear address or the three-digit air/water POE code and its in-the-clear address. For mail, include the ZIP code. For overseas mail, include the Postal Concentration Center code.		
Block 6	Title: <b>Trans Priority</b>	Data: One digit
Bold text 3/4 inches tall. Should be blank for Unit Move.		
Block 7	Title: <b>POD</b>	Data: Three characters
Three-digit air/water POD code, if applicable, or blank. Blank for classified Unit Move. In-the-clear location name may be included.		

**Table 208-2. Instructions for Completing the MSL (continued)**

Block 8	Title: <b>Project</b>	Data: Three characters
The three-character project code or blank.		
Block 9	Title: <b>Ultimate Consignee/ Mark For</b>	Data: Code 39 bar code and five lines of 35 characters
The ultimate consignee or mark for consignee in-the-clear address and DODAAC linear bar code using 1/2-inch high Code 39 format. Blank for classified Unit Move.		
Block 10	Title: <b>Weight</b>	Data: Digits not limited as clear text but may be coded as no more than five characters plus an optional two character unit of measure suffix in the 2D symbol.
Actual gross weight (numeric value of this piece) with unit of measure. Round to next whole digit and do not zero fill.		
Block 11	Title: <b>RDD</b>	Data: Three characters
Three-digit code or blank. Blank for classified Unit Move.		
Block 12	Title: <b>Cube</b>	Data: Digits not limited as clear text but may be coded as no more than four characters plus an optional two character unit of measure suffix in the 2D symbol.
Cube (numeric value of this piece) with unit of measure. Round to next whole digit and do not zero fill.		
Block 13	Title: <b>Charges</b>	Data: Blank
No known requirement. Blank. Previously used to document FMS case CONUS inland freight charges on number one piece of the shipment unit.		
Block 14	Title: <b>Date Shipped</b>	Data: Clear text not limited but must be coded as four characters (YDDD) in the 2D symbol.
In-the-clear date (for example YDDD, YYYYYDDD, DD/MM/YY, or DD-MMM-YYYY). Should be Blank for Unit Move. Do not use the Date Shipped Code from Appendix RR.		
Block 15	Title: <b>FMS Case Number</b>	Data: Three characters
Extracted from supply/shipping documents or blank.		
Block 16	Title: <b>Piece Number</b>	Data: Code 39 bar code and digits not limited as clear text but may be coded as no more than four characters in the 2D symbol.

**Table 208-2. Instructions for Completing the MSL (continued)**

<p>Piece number (numeric value assigned to this piece) of the cargo documented by the TCN for this shipment unit and a linear bar code using 1/2-inch high Code 39 format. Do not zero fill.</p> <p>Piece Number may be expressed as “Piece Number of Total Pieces” to save space on the label -- only the Piece Number has a Code 39 bar code; the word “of” and the total number of pieces are not shown in the Code 39 bar code.</p>		
Block 17	Title: <b>Total Pieces</b>	Data: Digits not limited as clear text but may be coded as no more than four characters in the 2D symbol.
<p>Total number (numeric value) of pieces documented by the TCN for this shipment unit. Do not zero fill.</p> <p>Total Pieces may be expressed as “Piece Number of Total Pieces” to save space on the label -- the Total Pieces value is not shown in the Piece Number Code 39 bar code.</p>		

- In addition to the table above, data for the following elements must be shown on the MSL for the conditions shown:

All Shipments: A PDF417 2D symbol will be printed on all MSLs IAW Appendix X.

All Unit Move Shipments: Unit Line Number (ULN), Length (in.), Width (in.), Height (in.), Unit Identification Code (UIC), Commodity/Special Handling Code (air or water as appropriate), Vehicle Serial Number, and Equipment Description.

Army Unit Move Shipments: Bumper Number, Model Number.

Personal Property: Personal Property GBL (PPGBL) Number, Carrier Name, Tare Weight, Net Weight, and Owner's Name.

- The following data is optional:

Additional Information: Equipment Serial Number, National Stock Number, Commercial Carrier Tracking Number and/or bar code.

Local Processing Data: Shippers, for example DLA CCPs, unit deployment sites, ammunition storage sites, may add internal processing information to the label as long as it is clearly marked and does not interfere with the orientation and placement of data as outlined in ANSI MH10.8.1 -- see example Table 208-1 for DLA data.

## **H. NON-MANUFACTURED WOOD PACKAGING MATERIAL REQUIREMENTS**

Non-manufactured wood packaging material requirements for shipments to the European Union are outlined in this regulation, Part V, Chapter 510. Wood packaging material used in boxes, crates, pallets, skids, etc. conforming to these requirements, must be marked accordingly for shipment. If the wood packaging is purchased from an American Lumber Standards Committee (ALSC) approved manufacturer, the wood must bear the ALSC marking, similar to the example shown in Figure 208-5, ALSC Certified Wood Marking, applied by the manufacturer. If manufactured or tested by a certified DOD packaging activity, the wood must be marked with a stamp or stencil as shown in Figure 208-6, DOD Stamp/Stencil for Certified Coniferous (Soft) Wood.





Figure 208-5. ALSC Certified Wood Marking

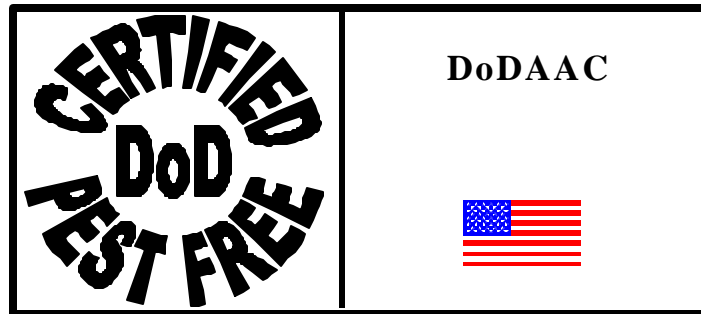


Figure 208-6. DOD Stamp/Stencil for Certified Coniferous (Soft) Wood

**THIS PAGE INTENTIONALLY LEFT BLANK**